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COUNTRY	East Germany	REPORT NO.	[REDACTED]
TOPIC	Peenemuende Airfield		25X1A
EVALUATION	see below	PLACE OBTAINED	[REDACTED] 25X1C
DATE OF CONTENT	[REDACTED]		
DATE OBTAINED	[REDACTED]	PREPARED	23 November 1953
REFERENCES			
PAGES	* 4	ENCLOSURES (NO. & TYPE)	
REMARKS			

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- [REDACTED] 1. Almost every day during the period from 13 to 22 August 1953, [REDACTED] observed from Usedom that firing at towed sleeve targets was practiced over the Baltic Sea. About 5 km from the shore, approximately parallel to the Bansin-Swinemuende railroad line, a swept-back jet aircraft towing a sleeve target was attacked by another swept-back fighter. The aircraft came from and departed toward Poland. 25X1

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- [REDACTED] 2. The following air activity and aircraft were observed at the field between 30 August and 9 October 1953:

30 and 31 August. No air activity was observed at the field.

1 September. At 8:45 a.m., a Li-2 took off and headed south. There was a scattered cloud base and good visibility. At 10 a.m., 10 swept-back jet fighters were towed to the runway and subsequently made local individual flights throughout the morning. The aircraft were towed back to their dispersal areas at 2 p.m.

2 September. At 8:10 a.m., an aircraft with double rudder assembly took off. There was sunny and windy weather. Flights were made by Li-2s and a Yak-14 in the course of the day.

3 September. No air activity was observed.

10 September. At 7:15 a.m., a Li-2 took off and headed south. There was a strong westerly wind with intermittent rain showers. An aircraft with double rudder assembly landed at 9:45 a.m.

11 September. At 7 a.m., a Li-2 and an aircraft with double rudder assembly were parked at the runway. No air activity was observed.

12 September. As on the preceding day, the two aircraft were still parked at the runway at 7 a.m. Take-offs were made by a Yak-14 at noon and a Po-2 at 4:15 p.m.

13 September. No air activity was observed.

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14 September. At 7 a.m., 1 Li-2 and 1 aircraft with double rudder assembly were again observed parked at the runway. A Li-2 landed at 3:20 p.m.

16 September. A Li-2 took off at 11 a.m.

17 September. A Li-2 landed at 10:45 a.m. and 2 Li-2s took off at 1:30 p.m.

19 September. A Li-2 landed at 12:30 p.m. There was a scattered cloud base and rainy weather.

20 September. A Li-2 took off at 10:30 a.m.

21 September. A Li-2 landed at 8:45 a.m. The weather was cloudy.

22 September. At 10 a.m., 10 swept-back jet fighters were parked at the runway. The aircraft made local flights during the morning.

23 September. A Li-2 took off at 10:50 a.m. and another Li-2 landed at 3:30 p.m. There were scattered clouds.

24 September. At 8 a.m., as on the preceding day, an aircraft with double rudder assembly was parked at the runway. A Li-2 took off at noon and landed at 2:30 p.m.

25 September. Thirteen swept-back jet fighters were observed at the runway at 7 a.m., when the weather was sunny. The aircraft made local individual flights throughout the day and returned to their dispersal areas at about 4 p.m. A Li-2 was observed aloft at 4 p.m.

26 September. The weather was foggy in the morning and cleared up in the course of the day. A Li-2 was observed landing at 4 p.m.

27 September. The aircraft with double rudder assembly was again observed at the runway. A Li-2 took off at 1 p.m.

28 September. No air activity was observed at the field. There was a scattered cloud ceiling and strong westerly wind.

29 September. Swept-back jet fighters continually made local flights throughout the day.

30 September. A Yak-14 took off at 7:10 a.m. and another aircraft of the same type landed at 4:10 p.m. A Li-2 landed at 9:10 a.m. and an aircraft with double rudder assembly at 11 a.m. Seven swept-back jet fighters were towed to the runway at 11:30 a.m. and subsequently made short local flights up to 3:30 p.m.

1 October. In the early morning, two aircraft with double rudder assemblies were observed at the field. One of them took off at 8:50 a.m. A Li-2 was observed leaving the field at 11 a.m.

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2 October. No air activity was observed. There were clouds and considerably hazy weather.

3, 4 and 5 October. No air activity was observed.

6 October. Between 8 a.m. and 9 a.m., a single-engine aircraft circled over the field, landed shortly between the individual circles and then took off again.

7 October. At 8 a.m., nine swept-back jet fighters were towed to the runway. One of the aircraft towing a sleeve target took off at 8:45 a.m. Subsequently, the other swept-back jet fighters took off and practiced firing at the sleeve target.

8 October. At 9:45 a.m., a Po -2 took off. The sky was partly cloudy. Landings were made by an aircraft with double rudder assembly at 10:10 a.m. and a single-engine aircraft at 3 p.m. The first aircraft took off at 3:10 p.m. and landed at 4:45 p.m. A Po-2 landed at 3:15 p.m. and another aircraft of the same type took off at 3:30 p.m.

9 October. A swept-back jet fighter took off at 9:05 a.m. and made some local flights. Eight swept-back jet fighters which took off at 9:15 a.m. assembled to two formations of fours and then practiced formation flying. Throughout the day, individual take-offs and formation flights were practiced by swept-back jet fighters. Some landings and take-offs were also made by Li-2s.

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3. Between 1 and 5 September, night flying was repeatedly practiced by swept-back jet fighters at the field.

4. The following observations were made at the field between 15 September and 6 October:

15 September. Between 10 a.m. and 3 p.m., swept-back jet fighters made high-altitude flights over Usedom and take-offs and landings at the field.

16 and 17 September. A large-scale exercise, involving AA units, was held in the Peenemuende-Karlshagen area. Some ships, apparently belonging to the attacking force were observed on the Baltic Sea. Some of them were attacked by swept-back jet fighters. 2

18 September. During the noon hours, swept-back jet fighters were observed over Usedom.

23 September. A twin-engine aircraft was observed over Karlshagen.

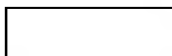
24 September. Two swept-back jet fighters were observed aloft at 8 a.m.

29 September. At 10 a.m. and 4 p.m., air activity was conducted by swept-back jet fighters.

1 October. Six single-engine aircraft with radial engines landed at the field at 12:15 p.m.

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6 October. Between 8:30 a.m. and 3 p.m., swept-back jet fighters were observed aloft.

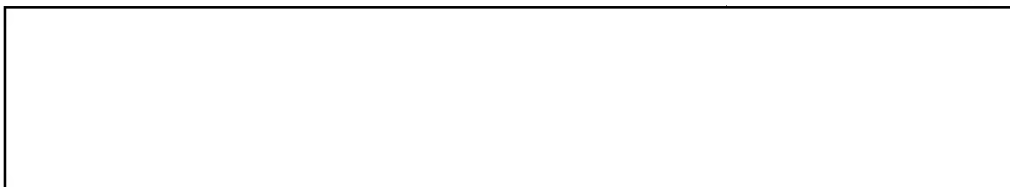
8 October. Swept-back jet fighters practiced firing over the Baltic Sea.

10 October. At 9:20 a.m. and 3:30 p.m., swept-back jet fighters were observed aloft.

6 October. Seven conventional aircraft and 16 swept-back jet fighters were observed at the field.

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1. Comment. Peenemuende airfield is still occupied by a naval fighter regiment with about 20 MiG-15s. The aircraft conduct the same air activity as usually performed by the fighter regiments. The purpose of the flights by a Li-2, which were apparently made every day, has not been clarified nor has it been determined why an aircraft with double rudder assembly, possibly a Tu-2, was present at the field. It is believed possible that the Tu-2 was used for target representation.

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2. Comment. This exercise is reported for the first time.

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